

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF THE CLAIMS:

1-8. (Canceled).

9. (Currently Amended) An apparatus for triggering a personal protection device, comprising:

a surroundings sensor suite;

a contact sensor suite; and

a pre-crash system having a pre-crash algorithm that takes into account signals from the surroundings sensor suite for triggering an occupant protection arrangement;

a pedestrian protection system having a pedestrian protection algorithm that takes into account signals from the contact sensor suite for triggering a pedestrian protection arrangement; and

at least one arrangement for influencing the[[a]] pedestrian protection algorithm as a function of a first signal of the surroundings sensor suite, for influencing the[[a]] pre-crash algorithm as a function of a second signal of the pedestrian protection algorithm that takes into account a third signal of the contact sensor suite, and for triggering the personal protection device as a function of a fourth signal of the pedestrian protection algorithm and a fifth signal of the pre-crash algorithm;

wherein the personal protection device includes at least one of the occupant protection arrangement and the pedestrian protection arrangement.

10. (Previously Presented) The apparatus according to claim 9, wherein the first signal indicates an estimate of an impact time.

11. (Previously Presented) The apparatus according to claim 9, wherein the second signal indicates an impact time.

12. (Previously Presented) The apparatus according to claim 9, wherein the pre-crash algorithm determines an impact velocity as a function of the second signal.

13. (Previously Presented) The apparatus according to claim 9, wherein the pedestrian protection algorithm adjusts a first noise threshold as a function of the first signal.

14. (Previously Presented) The apparatus according to claim 9, wherein the pre-crash algorithm adjusts a second noise threshold as a function of the second signal.

15. (Previously Presented) The apparatus according to claim 9, wherein the third signal is a contact signal.

16. (Previously Presented) The apparatus according to claim 9, wherein the apparatus provides an impact velocity for the pre-crash algorithm and for the pedestrian protection algorithm.

17. (New) The apparatus according to claim 9, wherein the first signal indicates an estimate of an impact time, wherein the second signal indicates an impact time, wherein the pre-crash algorithm determines an impact velocity as a function of the second signal.

18. (New) The apparatus according to claim 17, wherein the pedestrian protection algorithm adjusts a first noise threshold as a function of the first signal.

19. (New) The apparatus according to claim 17, wherein the pre-crash algorithm adjusts a second noise threshold as a function of the second signal.

20. (New) The apparatus according to claim 17, wherein the third signal is a contact signal.

21. (New) The apparatus according to claim 17, wherein the apparatus provides an impact velocity for the pre-crash algorithm and for the pedestrian protection algorithm.

22. (New) The apparatus according to claim 17, wherein the pedestrian protection algorithm adjusts a first noise threshold as a function of the first signal, and wherein the pre-crash algorithm adjusts a second noise threshold as a function of the second signal.

23. (New) The apparatus according to claim 22, wherein the third signal is a contact signal.

24. (New) The apparatus according to claim 22, wherein the apparatus provides an impact velocity for the pre-crash algorithm and for the pedestrian protection algorithm.

25. (New) The apparatus according to claim 22, wherein the third signal is a contact signal, and wherein the apparatus provides an impact velocity for the pre-crash algorithm and for the pedestrian protection algorithm.